



Report from the Marlowe Cup Race Saturday 18th May 2019

There was a good turn-out for the Marlowe Cup on Saturday 18th May with bright sunshine. Unfortunately the wind refused to oblige and with a strong ebb tide it was going to be difficult for competitors. It was not helped by a Committee boat sitting close to the line for a Class 4 Classic start. Despite VHF calls we had no response and our Commodore even had to ask a boat sitting on our line on a pick up buoy to move, as the Race Team was unable to see the line.

At the start, all boats were close to the line and were clear away, with a slight breeze and drifting to the west. The Race Team packed up and awaited messages. It became a drifting match, but one boat, *First Course*, held her nerve and pushed across the Solent towards the North. For most boats the West Lepe buoy seemed impossible and we had a list of retirements, until we finally had a finisher in Joe Moore who, in increasing breeze, made it to Berthon and we had

The picture above is courtesy of John Green who was invited aboard *Danny H* in early June to take some photographs of Thursday evening racing.

a time reported. That just left *Melody*, and finally we had a reported time from her, having sat on West Lepe buoy, she was not going to retire. The winner on corrected time was *First Course*, but for sheer tenacity, I think *Melody* should be congratulated.

After the race, *Tideline*, *Aphelion* and *Tarim* established a bridgehead in Lymington Yacht Haven. *Melody* took a space on the harbour master's pontoon and *Gina* took a spot at Berthon's Lymington Marina.

Unfortunately, Lymington Town Sailing Club was choc-a-block this year; so the crews of boats which stayed over went their separate ways. Although by all accounts, that evening *Tideline* hosted a memorable pontoon party.

John Garlick, Rear Commodore Sailing

New Race Box

We are grateful to Dave Casson for designing and organising the manufacture and assembly of the new race box. The race box was ready well before the start of the first series of races on 4th April. The race box replaces the esplanade beach hut that the club had used for race control since the 1990s.



1 - New Race Box

Biggest Smoothound Competition 12th May

A record of six boats and 11 fishermen managed to get out for the second competition of the year for the biggest Smoothound .

The weather was glorious with strong spring sunshine for most of the day, with a breeze causing a bit of a chop when the tide changed to east later. Fish caught were a mixture of rays, dogfish and Smoothound, with the biggest one caught off the brambles by Dan on Kaikoura.

At the weigh in about 6 pm, the winning smoothound of 12lb was caught by Dan, followed by a crew member of Leggy of 8lb and third place was Steve with 6 lb.

First, second and third prizes were awarded at the clubhouse, accompanied by a beer. East Cowes Tackle shop kindly donated a voucher of £20 for the second prize.

The entrance fee for this competition (£50) was kindly donated to Barney's wife, Pam who will put it towards his headstone. Barney, who passed away last year, was the previous owner of a popular tackle shop in West Cowes who members of East Cowes fishing community fondly remember.

*Cheers,
Fishing sub-committee*

Cruising Update

Storm Hannah, put paid to what would have been an extremely well attended first rally of the season to Beaulieu on May 18th. The rally has been rescheduled for 22nd June and we hope for a better forecast.

The Meridian Cruise dodged in and out of the weather. Just one boat completed the (rather flexible) itinerary.

Our proposed Thorness Bay Picnic on 15th June was cancelled due to a rather unpicnic-like weather forecast.

The next rally on the programme is our annual visit to Marchwood Yacht Club. MYC makes us very welcome and we are hoping for a record attendance this year; unless the weather has other ideas :-)

*Fair winds and following seas,
David Nixon, Vice Commodore*

Quick Quiz

What is the channel from Dover inner harbour to the marina called?

Which alternator terminal supplies a pulse for a rev counter?

Which French river takes its name from the Old Dutch word for water?

House and Stores

The Wednesday club has a new lead in the shape Peter (Perry) Mason. We wish him well.

In the past few months:

- *Impoverished* was re-sited in the dinghy park and later removed altogether by its owner.
- The hose arrangement for slipway cleaning has been reconfigured to make for easier use.
- The flagpole has been repainted.
- Wear pads between the piles and the pontoons are being replaced.
- Plumbing and drainage for the new Centre Store kitchen has been installed.
- A new cage for the bottled gas supply has been acquired.
- Food preparation areas in the Centre Store kitchen are well un1`2334576890-derway.
- An Ethernet local area network has been installed in the Centre Store and has been connected to a donated computer.
- The CCTV has been repaired and connected to the internet which means we are recording accurate timestamps for the first time.
- The Centre Store has been rewired and brought up to the latest standards.
- Centre and South Store doors are being repainted.
- The memorial benches are being prepared and stained.



2 – The Office

The Social Side

The Fish and Chips supper went well on 20th April making a profit of £83.00.



3 - After-supper Drinks on the Verandah

The following events are planned for later in the year:

<i>Date</i>	<i>Event</i>
20 th July 2019	BBQ Regatta
16 th August 20 19	Cowes Fireworks night
28 th September 2019	Laying up supper
26 th October 2019	Prize Giving supper
7 th December 2019	Xmas Dinner
22 nd December 2019	Commodore's Soiree

Quick Quiz Answers

What is the channel from Dover inner harbour to the marina called? **The Wick Channel**

Which alternator terminal supplies a pulse for a rev counter? **W**

Which French river takes its name from the Old Dutch word for water? **River Aa**

Commodore's News Round

Dear Member, the following notes aim to bring your attention to a range of matters that are being addressed by the Officers of the Club. Whilst much of the following is simply **News** – circulated with the aim of keeping you informed, there are some matters that may require your active co-operation when next visiting the Club.

The following may prompt you to seek more information or put forward a suggestion or two, both are welcomed.

If this is the case, **please raise an enquiry with the Club's Hon. Secretary, Chris Kershaw**, to ensure that it is shared with the Committee at one of our monthly meetings or passed on to the relevant person – an e-mail would be most convenient, or a note through the post box at the Club.

So please browse the headings and read on – there is no special order to what follows

GKN building repair work – caution required.

Between the South Store and the adjacent GKN factory building, scaffolding has been erected to allow contractors access to the roof and gutters. Access to the South store is largely uninterrupted, however caution is required. The Club has approached the same contractors to address the guttering on the South store at the same time. Due to the height and awkwardness of the location, a *home remedy* by Club volunteers would be very difficult/risky to achieve without scaffolding. There is uncertainty as to how long the work will take.



4 - GKN Scaffolding

Free Range Children – a note of caution.

Firstly, we want to encourage and support families with young children to join the Club and enjoy getting involved in any form of boating activity they choose.

However, to state the obvious, the boatyard, machinery and pontoons can be hazardous places, especially for **inquisitive youngsters**. It is important therefore, that there is adequate supervision and line-of-sight

monitoring of children at all times. Other precautions may also be necessary. Whilst on the pontoon or hammerhead for example, **a life vest MUST be worn**.

Similarly, Members using the yard to work on their boats are requested to ensure that hazardous objects, rubbish, chemical products or paints and so on, are cleared from the yard at the end of a work session and **NOT** left unattended.

Berthing on the Hammerhead – a Committee Review is to take place – what are your views?

Regrettably, space on the hammerhead is very limited. The current Bye-Laws allow for a *first come/first to get, allocation of space*, or, for an advanced booking to be made with the agreement of the Stores Officer.

To favour boats which ordinarily occupy one of the Clubs tidal berths, a section of the hammer head is set aside for their exclusive use as **a tide stop over** (marked in yellow) that is to wait for the NEXT high water to gain access to their berth. However, there are many more boats on Club moorings than can be accommodated on the **tide stop**; and from time to time the use of the hammerhead is not in accordance with the current Bye-Laws/permitted use, for example boats are left for extended periods.

In the main, all Visiting yachts are Club Members; however, the available pontoon is limited.

Boats may also be required to raft and if this is done **incorrectly without appropriate fendering and lines**, this bringing more complications, to these arrangements.

Furthermore, there is **NO** dedicated space set aside for tenders to come alongside.

The net result is that there may be an *uneasy mix of craft in very close quarters*.

When demand is low the system works, when demand exceeds availability, very understandably, these arrangements become a source of upset and frustration for all concerned.

How to remedy this problem is a matter that the General Committee will be giving consideration to.

Remedies may include – extending the length of the

hammerhead; revising the Bye-Laws (usage/length of stay); restricting access for visitors, and so on. **A clean sheet** approach will be adopted.

However, please bear in mind that this facility is for all Club members to use and any remedy can only have a partial effect. Therefore, we will need to maintain a balance of uses. In the end, neighbourly tolerance and common sense will need to prevail.

If you have any reasonable suggestions, solutions (not gripes please), I would appreciate you submitting these in writing to the Hon. Sec. to assist and guide the Committee.



5 - Wet and Slippy Hammerhead

The Slipway and Pontoon Decking – are you available to help?

Both surfaces are prone to being slippy when wet and in need of cleaning. Our first concern is to minimise the risk of injury as well as keeping both serviceable. We urgently need more volunteers to clean the slipway; this is required at least 3 times a week. See the website cleaning rota in the Members Area. The decking requires cleaning less frequently, but again volunteers are required. **If you can help please put your name and contact details to The Hon. Sec.**

Middle Store and electrical upgrades – this is all good news.

At last we are nearing completion of these works. The kitchen will be completed in June ready for the Club Regatta in July. The sail storage area has been well used

over the period of the winter lay-up (oversubscribed), drawing in some income to offset costs. The upgraded electrical/lighting systems have been installed together with much improved yard security/safety lighting. Over the past 18 months many Club members have contributed to this undertaking, it has been a real team effort – my thanks to you all.

A major task was to install hot and cold-water plumbing and drainage, this task was addressed by Richard Davis (Rear Commodore), he deserves special thanks for giving his time and expertise so freely – thank you Richard. Dave Casson (Treasurer) also deserves a mention for organizing and overseeing the electrical upgrades that have been completed by contractors, (Insurers require Certification of the installation) and also for taking on the planning for the final work to bring the main supply and South Store supply up to modern standards. Apart from ensuring the safety of our members and reducing the risk of fire, for example, our Insurers are also very pleased.

Club Moorings – your assistance is requested.

The unseasonal and recently windy weather tends to keep people away from their boats and going boating in general. So, this is a request for ALL berth holders to visit the Club and check their boats, in particular fendering, springs and mooring lines. Boat owners are reminded of the Club's requirement for owners to maintain insurance cover, and ensure that their craft are seaworthy.

Please be advised, the owners of *neglected boats*, will be written to and charged for any work undertaken by volunteers or the Stores Team, to protect their property, adjacent craft and the Clubs pontoons and so on.

Abandoned yacht – this is a VERY BAD NEWS story, please read on.

Again, this year, the Club is faced with disposing of an abandoned unseaworthy boat and this is not an easy thing. Ultimately it requires a lot of physical effort, takes up volunteer's time, incurs cost and is NOT without risk. The yacht in question has blocked a Club mooring for 2 years, (a precious resource), whilst attempts at establishing meaningful dialogue with the owners was undertaken – most recently via the Clubs Solicitor, largely to no avail.

The Club has already incurred financial loss and there will be more to come! Well, that's the story in brief so far.

It is a VERY regrettable outcome where by individuals who were previously welcomed into the Club and who

promised to be committed and involved members, behave selfishly, deceitfully and in effect have cheated the Club (the membership), to suit their own ends.

Needless to say, the General Committee has reflected on these events.

The Club as a whole takes pride in the fact that it has operated for the past 100 years on the basis of trust, honesty and mutual support that will NOT change as a result of these events. However, there are lessons to be learned from this example. Therefore, in order to protect the Clubs assets, the Committee will adopt a more **assertive proactive approach**, to ensure that boats on Club Moorings are not neglected to the point of becoming unseaworthy and in time abandoned. Neither will the Club accept *gifts* of boats or other equipment, in lieu of debts and simply allow people to walk away from their responsibilities unchallenged; all with some form of loss to the Club and its members.

Risk Assessments – maintaining a safe environment is a joint responsibility; please do your bit wherever possible.

As you would expect, the Club is required to be organized and operate in such a way so as not to expose its members and others to undue risk or environmental hazards which may cause harm to a person(s) or property.

That said, in the event of a harmful occurrence, Officers of the Club and/or individual members may be individually or jointly held accountable/liable if their actions or lack of action, is proven to be at fault or negligent. In such circumstances, the award of damages and costs following legal action can be very substantial and reputations can also be put at risk. Such occurrences are rare, but they can spell catastrophe! Legislation also demands that we **manage the environment** of the Club for the protection and benefit of all.

In the usual way, the Club has liability insurance cover and boat owners are also expected to have their own insurance cover. But it seems there is no excuse or simple remedy for negligence.

It also needs to be held in mind that the Club is quite a complicated and potentially **vulnerable or at-risk organization**, in that it has a boat yard with machinery, DIY activity, moorings, and a lot of members who have freedom to come and go at will, as well as a lot of visitors.

Overseeing all of this is a volunteer management team with NO permanent on-site monitoring, regulated hours of access or activity – we are *open all hours*.

In these circumstances, the responsibility for safe practice is shared and falls to all of us.

Specifically, there is external pressure on the Club to **demonstrate** that we are organised and operating in a safe and responsible way (that is not exposing people to undue/unreasonable or inappropriate risk) – this includes for example, the Harbour Authorities, the RYA, and our Insurers.

Whilst for some time it has been quite usual for the Rear Commodore Sailing to complete and submit Risk Assessments for Sailing events, (QHM Portsmouth for example); this is the first year that the Club as a whole, has been asked to submit written evidence of a formal Risk Assessment to our Insurers – that is to demonstrate that we have identified areas of risk across the Club and taken action to mitigate them.

In truth this is still **work in progress, version 1 is crude but adequate for now**. Nonetheless, we will be posting Version 1 of the Risk Assessments on the Club's Website - Members area, for you to view. In addition, an action plan will follow, setting out where improvements or necessary controls will be put in place, for example – improved signage where care needs to be taken, guidance notes for DIY in the yard which is of course an unrestricted area, rescue equipment on the hammerhead and so on.

At the end of the day we want to keep the Club as a *relaxed, free flow, largely unrestricted concern*, just as it has always been. If we all take some responsibility, continue to be vigilant, sensible and think of others – all should be fine.

Club Regatta 2019 – Saturday July 20th – something for your diary.

Notice of the forthcoming Club Regatta has been on the Club website for a while – but you may have missed it. So, posters will appear shortly, and I would like to invite you to participate in the sailing and social events. Whilst the weather can be unpredictable, what is certain is that participants will enjoy a sense of Club Community, good food and cheer.

Volunteers will be needed that is to help set-up and clear away – can you assist?

More on this event shortly – but in the meantime why not plan to come along.

*Happy boating and best wishes to you all,
Conal Grier, Commodore and on behalf of the General Committee of ECSC.*